

# The Hongkong Telegraph.

No. 16.

THURSDAY, FEBRUARY 9, 1882.

FIVE DOLLARS  
PER QUARTER.

## Insurances.

### NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.  
(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [81]

LE CERCLE TRANSPORTS.  
SOCIETE ANONYME D'ASSURANCE  
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.  
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed  
AGENTS of the above Company, are prepared to  
GRANT POLICIES on MARINE RISKS to all  
parts of the World.

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881. [4]

YANG T S E INSURANCE  
ASSOCIATION.  
CAPITAL (Fully Paid-up).....\$1s. 400,000.00  
PERMANENT RESERVE.....\$1s. 230,000.00  
SPECIAL RESERVE FUND.....\$1s. 288,936.17

TOTAL CAPITAL AND  
ACCUMULATIONS, 2nd.....\$1s. 938,936.17  
April, 1881. [17]

DIRECTORS.  
F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq. | WM. MEYERINK, Esq.  
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGAI.  
MESSRS. RUSSELL & Co., secretaries.

LONDON BRANCH.  
MESSRS. BARING BROTHERS & Co.  
Bankers.

RICHARD BLACKWELL, Esq., Agent.  
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all  
parts of the World.

Subject to a charge of 12 per cent. for Interest  
on shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business in  
proportion to the premia paid by them.

RUSSELL & Co.,  
Agents.  
Hongkong, 23rd January, 1882. [53]

## To be Let.

### TO LET.

NO. 4, OLD BAILEY STREET.  
"KURRAHJEAN," No. 10, ALBANY  
ROAD.  
OFFICES IN NO. 13, QUEEN'S ROAD  
CENTRAL.  
Apply to  
DAVID SASOON, SONS & Co.  
Hongkong, 28th January, 1882. [74]

### TO LET.

TWO ROOMS suitable for an Office in the  
Premises No. 15, WELLINGTON-STREET.  
Possession on 1st January, 1882.  
Apply to

DR. SOUZA & Co.  
Hongkong, 14th November, 1881. [15]

### TO LET.

A LARGE GRANITE GODOWN, in "BLUE  
BUILDINGS," Praya East, with immediate  
possession.  
Apply to

J. M. GUEDES.  
33, WELLINGTON-STREET.  
Hongkong, 19th January, 1882. [49]

## For Sale.

### FOR SALE.

C O C K B U R N S' OLD PORT.  
GURDES' LISBON OLD PORT, A VERY  
RARE WINE.  
ST. MARCEAUX CHAMPAGNE, in PINTS AND  
QUARTS.  
L. T. PIERS' SUPERIOR TOILET SOAP.  
F. D. GUEDES,  
33, WELLINGTON-STREET.  
Hongkong, February 8, 1882. [100]

E C A D A S I L V A A N D C O.,  
QUEEN'S ROAD.  
HAVE JUST RECEIVED  
EX FRENCH MAIL STEAMER "DJEMNAH."  
MALAOA FRESH GRAPES, GENTLEMEN'S ready-  
made OVERCOATS, Embroidered and Fine White  
LACE, BALL HANDKERCHIEFS, Ladies' and Gentle-  
men's Fine White LINEN HANDKERCHIEFS,  
White TRAINED SKIRTS for BALL DRESSES,  
White KID GLOVES, Embroidered and Fancy  
FANS.

Great Variety in ORIZA PERFUME TOILET  
REQUISITES, comprising—ORIZA NEW MOWN,  
HAY, ORIZA OPONONIC BOUQUET, ORIZA  
WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS;  
ORIZA ESS. HELIOTROPE,  
&c., &c., &c.

ORIZA POWDER, ORIZA DENTIFRICE, ORIZA  
SOAP, ORIZA HAIR OIL  
&c., &c., &c.  
ECA DA SILVA & Co.  
Hongkong, 23rd November, 1881. [50]

A FONG PHOTOGRAPHER,  
Has a LARGER COLLECTION OF VIEWS  
than any other in CHINA.  
Miniatures Painted on Ivory from \$7.  
Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other styles  
of Portraits at equally moderate prices executed  
under the supervision and management of  
D. K. GRIFFITH,  
Studio 8, Queen's-road. [13]

## For Sale.

H. FOURNIER & CO.  
HAVE FOR SALE, JUST RECEIVED EX  
"PEIHO,"  
A SPLENDID ASSORTMENT OF  
FANCY GOODS.

FANCY PLAYING CARDS.  
CRACKERS.

BONBONS (Assorted).

CHOCOLATE CREAM.

CHOCOLATE MENTER.

FIGS.

MALAGA RAISINS.

TABLE PLUMS.

FRUITS IN JUICE (Assorted).

CONFITURES DE ST. JAMES

(in Bottles and Tins).

SIRUPS (Assorted).

HUNTLIN and PALMER'S BISCUITS.

ALMONDS and NUTS.

VANILLA.

PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).

COTELETTE DE VEAU (in Tins).

VEAU ROTI (in Tins).

RIS DE VEAU (in Tins).

FRICANDAU (Assorted).

TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil.

CAVIAR.

SARDINES in Lemon Juice.

SARDINES in Tomatas.

SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.

SAUSAGES (Assorted).

LYNCS SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and  
2 lbs. Tins).

MACCARONI, (Assorted) Paste for  
Soups, Letters, stars, &c.

TAPIOCA.

FINE-GROUND MOCHA COFFEE.

C H E E S E.

G R U Y E R E.

R O Q U E F O R T,

D U T C H,

C A L I F O R N I A,

C R E A M

FRENCH TOBACCO AND  
CIGARETTES.

A S S O R T E D P E R F U M E R Y

F R O M

P I N A U D and P I V E R T o F A R I S .

A large quantity of  
FRENCH MINERAL WATERS

in Pints of 100 bottles per Case.

C O R K S T O P P E R S,

for Soda and other Bottles.

C L A R E T S

In Bottles and Wood.

CHATEAU LA ROSE.

CHATEAU LAFFITTE.

CHATEAU MARGAUX.

S T. EMILION.

MEDOC.

W I N E S.

S A U T E R N E.

P O R T O.

S H E R R Y.

M A R S A L A.

B R A N D Y.

F R E N C H C O G N A C.

A B S I N T H E.

L I Q U E U R S.

C H A R T R E U S E.

C U R A C A O.

A N I S E T T E (Marie Brigard).

A N G O S T U R A B I T T E R S.

B O K E R S B I T T E R S.

K I R S C H W A S S E R.

P E P P E R M I N T.

V E R M O U T H (Noily Prat).

V E R M O U T H (Turino).

F A N C Y S I L K U M B R E L L A S.

A n d a V A R I E T Y o f O T H E R G O O D S.

Hongkong, 25th January, 1881. [17]

D. K. GRIFFITH,  
Studio 8, Queen's-road.

[13]

## Intimations.

### KELLY & WALSH

H A V E J U S T R E C E I V E D , A N D H A V E N O W F O R S A L E ,

P R I C E \$1.50,

T H E N A U T I C A L P O C K E T M A N U A L F O R 1882,

Containing List of Lights, Buoys, and Beacons on the Coast of China and Japan; Shanghai Tide Table, Customs Signals, and a mass information indispensable to Captains and Officers of Vessels trading between Hongkong, Shanghai, and the Northern Ports.

New Cabinet Photographs of Beauties, New Silk Woven Pictures, representing Sporting Scenes.

New Scraps for Screens and Scrap Books.

New French Novels, including Daudet's "Numa Roumestan," and works by Hector Malot, Xavier de Montépin, &c.

VALENTINES. VALENTINES. VALENTINES. VALENTINES.

KELLY & WALSH—HONGKONG.

## Consignees.

### NOTICE TO CONSIGNEES.

T H E Steamship

J A P A N ,

Captain T. S. GARDNER, from Calcutta, Penang, and Singapore.

The above steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 8th instant, will be landed and stored at Consignee's risk and expense and no Fire Insurance will be effected.

Consignees are hereby informed, that any claims must be made immediately, as none will be entertained after the 10th instant.

DAVID SASOON, SONS & Co., Agents.

Hongkong, 6th February, 1882. [92]

## Shipping.

F O R S Y D N E Y A N D M E L B O U R N E  
(Calling at QUEENSLAND PORTS, should sufficient  
inducement offer, and taking through cargo  
to NEW ZEALAND.)

T H E Eastern and Australian Steamship  
H O W E N ,

Captain J. W. B. Darke, R.N.R., will be despatched as above on SATURDAY, the 11th February, at FOUR P.M.

For Freight or Passage, apply to

G I B B , L I V I N G S T O N E & C o . ,  
Agents.  
Hongkong, 7th February, 1882. [98]

# THE HONGKONG TELEGRAPH.

## Intimations.

NOW IN THE PRESS AND SHORTLY  
TO BE PUBLISHED.



BY AUTHORITY.

THE HONGKONG DIRECTORY AND  
HONG LIST FOR THE FAR EAST.  
A NEW DIRECTORY FOR CHINA, JAPAN, AND THE  
PHILIPPINES, FOR THE YEAR 1882.

PRICE TWO DOLLARS.

The above work will shortly be published at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States, and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vade mecum*.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
THE TREATIES WITH CHINA,  
JAPAN, & SIAU.  
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
A DESCRIPTION OF ALL THE  
TREATY PORTS IN CHINA AND  
JAPAN.  
6, OFFICE, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
TRADE STATISTICS FROM  
OFFICIAL SOURCES.  
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
THE CONDITIONS OF TRADE WITH  
CHINA & JAPAN.  
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
WILL BE PUBLISHED AT  
T W O D O L L A R S.  
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
THE PORT, CUSTOMS, CONSULAR,  
AND HARBOUR REGULATIONS  
OF THE TREATY PORTS OF  
CHINA & JAPAN.  
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
IS PUBLISHED AT  
TWO DOLLARS.  
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THE HONGKONG DIRECTORY  
WILL CONTAIN  
LISTS OF MILITARY OFFICERS  
serving in the China-Command,  
which has been revised at Head-Quarters.  
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
THE NAMES OF THE NAVAL  
OFFICERS ON THE CHINA  
STATION.

Including the most recent appointments  
and local changes, corrected at  
Head-Quarters.

OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
HAS BEEN  
LARGELY ORDERED IN ALL PORTS  
BETWEEN  
SINGAPORE AND NEWCHIANG.  
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THE HONGKONG DIRECTORY  
IS PUBLISHED AT  
TWO DOLLARS.  
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THE HONGKONG DIRECTORY  
WILL CONTAIN  
THE LARGEST LIST OF FOREIGN  
RESIDENTS IN THE EAST.  
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
THE ONLY CORRECT LIST OF  
HONGKONG GOVERNMENT  
OFFICIALS.  
OFFICE, 6, PEDDAR'S HILL.

## Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL  
DRUGGISTS,

GENERAL CHEMISTS,  
AND

Manufacturers of the following

AERATED WATERS,  
viz:

SODA, TONIC, SARSAPARILLA,  
AND POTASH, LEMONADE,

GINGERADE, RASPBERRYADE,  
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from  
7 A.M. to 7 P.M.

SHIPS' MEDICINE, CHESTS REFINED,  
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,  
HONGKONG.

SHANGHAI PHARMACY,  
SHANGHAI.

CANTON DISPENSARY,  
CANTON.

THE DISPENSARY,  
FOOCHOW.

[7]

## The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 9, 1882.

WHATEVER opinions may be entertained of His Excellency the Governor generally, there cannot possibly exist the slightest doubt as to his high administrative capabilities. Sir JOHN POPE HENNESSY deservedly bears a great reputation as a most accomplished public speaker, and his parliamentary experiences have made him a most consummate debater on all questions of a political character. It is not too much to say—and in spite of the strong feeling which exists in certain quarters against His Excellency, we think it will be admitted even by his most pronounced opponents—that in the whole list of Colonial governors there is not a single one whose administrative abilities can be compared to those of the present Governor of Hongkong. With his unpopularity, if it exist, we have at present nothing to do; but as all great men have a right to be judged by their public works, we are prepared to maintain that the annual statement made to the Legislative Council by His Excellency on Tuesday, and which we published in full in our yesterday's issue, is a monument of administrative skill and ability of which any living politician might be justly proud; and which will have more weight with the Liberal Government and the British people than all the columns of scurrilous abuse which have so liberally been showered on Sir JOHN POPE HENNESSY by his avowed enemies for years past.

We have been accused of having made ourselves His Excellency's special advocate and apologist. The accusation, we need hardly say, is maliciously false, and grossly libellous. As an independent representative of public opinion we have invariably, in all cases endeavoured to hold the scales of justice with an even hand. Fair and honest criticism, because it happened to lean to the unpopular side, has been subjected to treatment from the Hongkong newspapers, and a section of the Hongkong public, which reflects but little credit on the character of our current journalism, or the impartiality of that section of the community whose patronage we have preferred to sacrifice rather than become the hirelings of a party. We make these allusions now to mark a new era in the political career of this Journal, so far as our contemporaries are concerned. We have performed a public duty in exposing the mean artifices to which such journals as the *China Mail* will descend for the purpose of conciliating powerful supporters, and gratifying private malice, although the task has not been a pleasant one. We are now contented to rest on our oars, leaving our contemporaries to pursue their political destinies in the way they like best. Unless personally attacked we have decided to cut out a course for ourselves, leaving the *China Mail* and *Daily Press* to revel in coarseness and misrepresentation unchecked. Our best friends and warmest supporters assure us that the utterances of the above named journals carry no weight, have no political significance or importance whatsoever, and that to continue exposing their contemptible and futile efforts to blacken the character and injure the prospects of Sir JOHN POPE HENNESSY is quite unnecessary, and can serve no useful end. And so for the future we shall, as far as possible, ignore their political pretensions.

Leaving the differences of opinion on

the point of order between the Governor and Mr. F. BULKELEY JOHNSON for future discussion, we will now briefly refer to His Excellency's statement of the progress made by the Colony during the past year. Now—or never—should be the opportunity of Governor HENNESSY's political opponents. This journal contained yesterday a complete and detailed account of measures carried into effect, of actual work done by the local government; in fact an official *resume* of the Governor's political acts in Hongkong for the last twelve months. We would ask His Excellency's opponents that the statement made by the Governor to the Legislative Council be true in substance and in fact. If it is admitted to be a true and correct record of what has actually been done; if the internal affairs of this Colony are as publicly represented by Sir JOHN POPE HENNESSY, it would interest the public to know on what ground His Excellency's policy has been assailed. If, on the other hand, it is asserted that the annual statement was merely an artfully concocted tissue of misrepresentations and untruths, we have a right to ask that the alleged false assertions be pointed out so that the matter can be properly dealt with. We venture to say that Governor HENNESSY's eminently satisfactory report of the progress made by the Colony of Hongkong during the year 1881, is more than justified by the actual facts, and we submit that under such circumstances the numerous attacks which have from time to time been made on a policy which appears to have succeeded so well, are now plainly proved to have been altogether unjustifiable, and it is reasonable to infer made for special and personal reasons in no way connected with the interests of the community.

The Extradition Treaty with Macao should have been arranged years ago, and it is to Governor HENNESSY's credit—although he disclaims any share in the negotiations—that a matter which has engaged attention for about forty years should have at last been so satisfactorily settled. The Penal Laws Amendment Ordinance, No. 3 of 1881, should meet with universal approbation. Branding and flogging criminals are brutalities which disgrace any civilised Power, and although we do not believe in mawkish sentimentalism, we must confess to feeling a relief that such degrading punishments are no longer sanctioned by the laws of the Colony. The effect of Governor HENNESSY's policy towards the criminal classes can be best judged by referring to the statistics quoted in the statement. The financial condition of Hongkong is now more satisfactory than it ever has been. Is financial success, therefore, a proof of bad government? We should say it is a guarantee of the wisdom which has invariably characterised the whole of Governor HENNESSY's financial measures. The increased price obtained for the Opium Farm should prove a bitter pill to the army of croakers, whose doleful predictions of a greatly reduced rate have been so summarily falsified. Taxation in the Colony has undergone no change during the present Governor's term of office; but certainly the march of progress and improvement has not stood still. Hongkong has improved in every way during the past five years, not only in increasing and extending its commercial importance, but in internal progress. Our roads and streets have never been in such efficient condition as at present, and with the exception of rules for regulating street traffic, which are far from satisfactory, little remains to be done to make Hongkong a model Colony. With the proposed Observatory, new Water Police Station, and Gaol on Stone-cutter's Island, we need not deal at present. The water supply scheme can also safely stand over; but His Excellency's remarks—backed up by figures—as to the general health and sanitary condition of the city afford room for congratulation. The policy adopted in selling government lands for commercial purposes speaks for itself, and although we do not propose following the elaborate details of important works now in progress alluded to at such length by the Governor in his speech, their importance should not be overlooked. Our manufacturers have hitherto been almost nil. From present appearances the Colony has every prospect of quickly attaining a commercial importance as a manufacturing centre never dreamt of in the good old days about which we hear so much. And much of this increasing prosperity is undoubtedly due to Chinese enterprise backed up by Chinese capital. In future years when Hongkong shall have become, not merely an emporium for goods in transit, but the greatest manufacturing settlement in the Far East, the far-sighted, liberal policy of Sir JOHN POPE HENNESSY towards our Chinese fellow subjects will be thoroughly understood and properly appreciated at its true value.

We have received from Messrs. Kelly and Walsh a copy of *The Nautical Pocket Manual* for 1882. This handy little volume, which is exceedingly well got up in pocket book form, is published in Shanghai, and contains a mass of interesting and useful information. The Shanghai Tide Tables, Customs signals, Woosung bar signals, times high of water, Codes of signals, harbour regulations, distances separating the various ports in China and Japan, particulars about the buoys and lights on the coast, with numerous other useful items combine to render this work indispensable to officers of ships, in fact a regular sailor's friend. The compiler has evidently exercised the greatest care in his work, which we can heartily recommend to the public as one of the most useful little works of reference we have ever perused.

ARRORS of recent discussions in this Colony with respect to sanitation; we notice that, in the last discussion at the Royal Colonial Institute in London, in the debate on Mr. Griffith's paper on West Africa, Mr. Colin Graham-Rosenbusch, late Consul for Italy and Holland at Sierra Leone, said—"The subject has been ably treated by Mr. Griffith in the admirable paper he has just read, and has also been well spoken to by Mr. Grant and the previous speaker. I will therefore make but few remarks. With regard to the climate, I should like to observe that, previous to the administration of Sir John Pope Hennessy, very little attention was paid to sanitation. There is a long list of Governors, from Lieutenant Clarkson in 1797, and Mr. Ludlam in 1808, to Sir Arthur Kennedy in 1872, and not one of them had given a thought to the health and sanitary improvement of the Colony, and Mr. Hennessy was the first to set apart a sum of money £1,200—for the purposes of sanitation."

We believe one of the incidents that occurred last session in the House of Commons, to which His Excellency the Governor referred on Tuesday last, in remarking on Mr. Johnson's point of order was that in which Mr. Labouchere rose to complain that he had some days before handed a notice to the Clerk which was not allowed to appear on the Order Book, and with reference to which the Speaker, interrupting him, said it was his authority that the notice was not allowed to appear, as it was, in his opinion, quite irregular in many respects. Mr. Labouchere having again risen and attempted to speak on the subject, the Speaker said—"If the honourable member intends to cooclude with a motion for the purpose of bringing forward, under cover of that motion, a question already declared to be irregular, I shall decline to put that motion to the House." And finally, when Mr. Labouchere said "It is whether—" the Speaker said, "I consider the course taken by the honourable member to be extremely irregular, and I must caution him that, if he insists upon proceeding, I must take notice of his conduct."

The Shanghai newspapers are not quite so mealy-mouthed in their criticisms of public performances, as has for so long been the rule in this colony. The Hongkong Press will appear to have only one object in view when writing their laudatory notices, namely to make sure of receiving the advertisements of whatever company may be performing. They think nothing of sacrificing their independence for "the loaves and fishes," and the public, who have a right to expect, honest, impartial, and intelligent critiques, are quite ignored in the matter. Although we cannot say that we altogether agree with some of the criticisms which appear in the Shanghai journals, we frankly give our northern contemporaries credit for their thorough independence. Willard's Wanderers who had such a successful season here lately, have made their first appearance in the Model Settlement. When they gave their first appearance in Hongkong the notices in the *Daily Press* and *China Mail* would have led one to believe that such brilliant stars of the professional firmament had never been seen in the Far East. We on the other hand, ventured to hazard an opinion that although Mr. Willard was a clever and amusing character actor, and Miss Beresford useful in soubrette parts, the rest of the company were a long way below par. For being honest enough to express our convictions, the worthy *artists* and their friends said we were hypercritical and ill-natured. We wonder what they think of their reception by the Shanghai press?

The *Courier* is rather rough on them, but we must award the palm to the *Mercury* for its outspoken practical criticism which is as follows—"Willard's" Wanderers Company made their first appearance at the Lyceum Theatre last night, and were fortunate enough to have a full house, but the performances were not of such a nature that will be likely to draw a full house again. The audience was at a disadvantage from the fact that very few programmes were obtainable, and people did not know who was who, nor what the performers intended to do. A blank and dreary stage, with only a couple of chairs in the way of scenery, was all that was disclosed to view when "Fusiyama" was rolled up as a scroll and a lady came forward and tackled a piano with a tone like a blacksmith's shop. The extremely modest attire of the lady who sang something about waiting (on the P. and O. jetty at 11 p.m.) when the mail's going to start, sent a flutter of excitement through the crowd of intense young men of Shanghai; and the appearance of other lady vocalists—all unknown for want of programmes—kept up a little enthusiasm in the way of laughter and demanded encores. The only thing in the first part of the performance which at all received genuine applause was the clever changing of characters without leaving the stage, as performed by Mr. Willard, and also his "champion bone solo." The second part of the performance was evidently a confused jumble of comedies under the name of "Kitchen Revels;" in which two ladies distinguished themselves by the song "The Musical Academy of New York," and the comedian and one of the ladies did very well in the representation of Quakers. Altogether the comedian was low, very low; and the whole performance just such as might be expected at a Whitechapel "penny gaff."

The British steamer *Hongkong* goes to Kowloon Dock this day.

**THE LEGISLATIVE COUNCIL.**

A meeting of the Legislative Council was held yesterday afternoon. There were present—  
His EXCELLENCE THE GOVERNOR,  
Hon. F. SNOWDEN, Acting Chief Justice,  
Hon. M. S. TONNOCHY, Acting Colonial Secretary,  
Hon. E. L. O'MALLEY, Attorney-General,  
Hon. W. M. DEANE, Acting Colonial Treasurer,  
Hon. P. RYRIE,  
Hon. No. CHOW,  
Hon. F. BULKELEY JOHNSON,  
Hon. E. R. BELLIUS.

MINUTES.

The minutes of the last meeting were read and after a verbal alteration had been made, were confirmed.

**THE TRANWAYS BILL.**

The Council now went into Committee on the Transways Bill.

Hon. P. RYRIE requested leave to retire, which was granted.

On clause 4, the COLONIAL SECRETARY moved that instead of the word "double" the word "single" be substituted. He said the opinion of the surveyor-General was deserving of great attention, and he had already stated his opinion that with the proposed width of the road it would be dangerous to allow a double line in any part of Queen's-road, and from his own observation, he had been along Queen's-road several times since the Bill was considered in Select Committee. He did not think there was any part of the road that would be safe if two lines were allowed. If improvements hereafter took place in certain parts of it and the road was widened, the Government might see their way to allow a double line to be formed, but at present he would move as an amendment that as a tentative measure there should be a single line right through, but a proviso might be put in at the end of the clause that at any time, if the Governor in Council thought fit, at any part of the road where it could be done safely, a double line might be laid. He thought that for the first few months the Company might well go on without a double line. If they found it was a project that commanded the public confidence and was likely to become popular, people would be inclined to put up with a little inconvenience for a great good.

Hon. F. B. JOHNSON said he would remind the hon. member that this question was very thoroughly considered by the Select Committee, who reported in favour of a double line, and in clause 4 there was a provision that if the working of a double line was found dangerous it should be lawful for the Governor to order one of the lines to be discontinued. It was not compulsory on the Company to make a double line, and having full knowledge that the Governor in Council might order them to abandon expensive works they would satisfy themselves before undertaking them that there was no danger, and as the Select Committee had reported in favour of a double line he thought the Council might pass it.

The ACTING COLONIAL TREASURER said the proviso added to clause 4 was arrived at in order to smooth over matters for the time being. It was by no manner of means the unanimous opinion of the Select Committee that a double line should be allowed, since then he had carefully observed the traffic of the road and he was certain of opinion that in Queen's-road Central the width of an ordinary dog cart was from 5ft. 6in. to 6ft. He found the gutter generally took up about 2ft. 6in. on each side of the road, and that the amount of space left by a double line of tramway would be so narrow that it would be almost impossible, even if the lines were to be close together that the cars almost touched in passing, for a carriage to stand on the side of the road without being an obstruction to a tramway car. It had been assumed that Queen's-road had a general width of 31ft., whereas opposite the Cricket Ground it was only 27ft. 6in. and opposite the Star Hotel it was only 2 ft. 6in. wider. There was only one portion of the whole section referred to in tramway No. 2 where a double line was feasible, and that was possibly from Murray Barracks to Ice House Lane, and there only because there were houses only on one side of the road. Where there were houses on both sides it would be impossible for chairs to stop before the shops, and he observed that in England there was considerable opposition to a Tramway Bill by shopkeepers, owing to the loss of custom that would be entailed by the tramway line being so close to their shops as there would be no possibility of vehicles acting down passengers.

Hon. F. B. JOHNSON said he thought it would be almost impossible to meet the arguments of the hon. gentleman opposite in the absence of the plans and the engineers who were responsible for the drawing of the plans, but his recollection of what took place in Select Committee was that those who were examined stated that people at home had become almost unanimous that a double line had advantages over a single line. He was not aware until that moment of the opposition to be offered by the hon. member opposite, and as he was under the impression the opinion of the Committee had been unanimously arrived at, he was not in a position to question the facts the member had brought forward and therefore he must leave the matter in the hands of the Committee, depending solely on the result of the vote of the majority of the Council.

The ACTING CHIEF JUSTICE, as Chairman of the Select Committee, said he thought there could be no doubt any tramway in these streets would be a most serious inconvenience, but the only question he looked at was whether the amount of accommodation given to the public would not exceed the inconvenience which people who had to use the road in another way would be subject to. When they came to the conclusion that a double line could be recommended safely it was, he thought, on these grounds, that the street would hardly at any time be occupied by two carriages except when they were passing, and that consequently, although the street would be occupied by the two lines, yet passengers, if they saw a tram car coming down one line could get on the other and make use of the street just as well as if there was a single line only. It was thought that if there was a single line only there would be so many points of stoppage, and the cars would have to stop so many minutes, that the inconvenience would be almost as great as if they had sanctioned a double line. With regard to the point alluded to by his hon. friend Captain Deane, that a double line of tramways would prevent a carriage stopping opposite the shop, he agreed with him that such a thing would be almost impossible, and the only thing for the carriage to do, it seemed to him, was to move on the other line when there was a tram car approaching. The effect of the evidence on his mind was that there was very little additional danger or inconvenience entailed by having a double line of rails instead of a single one, but anything Captain Deane said, after having studied the subject, would have considerable weight with him.

The Hon. M. S. TONNOCHY said it appeared to him that it would

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surprised, when on one occasion he was in San Francisco, to see the splendid and spirited looking horses which were standing at the side of the road, on the side walk, as it was called, which stood there without moving off with nothing to keep them but a fastening attached to some weight which stood upon the ground. When he saw these spirited horses there, he expected to find that there were many accidents caused, but during the time he was there, there were only two accidents, which were caused by the locking of the wheels of carriages in the tram rails. Therefore, having in view the inconvenience and danger which was caused to vehicles with narrow wheels, he thought it would be desirable that at first only a single line should be laid, and the way in which vehicles were affected be ascertained before the road was cut up for a double line.

The Hon. F. B. JOHNSON said the expense of laying a single line first, and then another one afterwards was one reason why that course was opposed. It seemed to him, that considering the provision for the laying of a double line was not compulsory upon the Company, the matter might safely be left in the hands of the Company, knowing as they did that, in case of the double line being considered dangerous to the public, they were liable to be called upon to take it up again.

Hon. E. R. BELMOR said that as a member of the Select Committee, after hearing all the evidence, he was of the opinion that this clause would steer clear of all difficulties, clause 4 giving the Governor power to veto the line, and he thought it was a question for the Company, if they liked to launch their undertaking with that clause he thought it would be safe for the Government to allow it.

On a division, the clause was carried by five votes to two.

Clause 4, giving the Governor in Council power to order one line to be discontinued in case the double should be found dangerous to the public was amended by the addition of the words "or inconvenient," and of words giving power to order the removal of the other line to another part of the road.

Clause 5 was carried with the addition of a provision for a good notice to be served upon the owners and occupiers in fresh streets through which the Company might desire to extend their tramways.

The clauses up to No. 16 were carried without material alteration, but on clause 17 some discussion occurred upon the question of whom the responsibility for the repair of the roads through which the tramways passed should rest upon.

The ACTING CHIEF JUSTICE said the Surveyor-General was of opinion that the whole responsibility of maintaining and repairing those roads should be borne entirely by either one party or the other. It was considered by the Committee most convenient that the Company should undertake the maintenance and repair of the roads.

The ACTING COLONIAL SECRETARY said that previous to the meeting, he had a conversation with the surveyor-General, who was of opinion that the repair of the roads should be vested in him.

The Hon. F. B. JOHNSON said the matter had been fully considered by the Committee, and it was entirely in accordance with the practice at home that the Company should be responsible for the entire repair of the road.

The ACTING COLONIAL SECRETARY said the difficulty was that the Government was expected to bear their quota of the expense. The consideration of this clause and the four following ones dealing with the same subject, was adjourned.

Clauses were then passed with very slight discussion as far as clause No. 129.

As to clause 129, relating to compensation, some discussion took place.

The ATTORNEY-GENERAL expressed an opinion that the power of appeal given by this clause would put functions upon the Executive Council, which would convert it into a judicial tribunal between individuals and the Company, and it would place his Excellency and the Council in difficulty.

His EXCELLENCE said this was a matter which should be fully considered, and he therefore thought it would be advisable to adjourn at that point to the following day, at half past two, when they could sit again, and finish the bill.

**BANKERS' BOOKS EVIDENCE.**

His EXCELLENCE moved the first reading of a Bill to amend the law with reference to Bankers' Books evidence. He said the Bill was adopted from the English Act 39 and 40 Vict., and it had been considered it might be usefully applied in this Colony.

The Council then adjourned until half past two to-day (Thursday).—*Daily Press.*

## CRICKET.

### HONGKONG CLUB v. ROYAL NAVY.

The return match between these teams was commenced on the Cricket Ground yesterday morning. Hynes, winning the toss, elected to take the first innings, and sent in Forbes and Hedley to resist the attacks of Stebbing and Wilson. Both batsmen seemed bent on hitting, and soon gave the fielders plenty of work. Wilson was so severely beaten that a change of bowling was quickly resorted to, but runs still came at a great pace, until Stebbing managed to get Hedley out "leg before wicket," the retiring batsman having contributed in good style. Hynes was the next comer, and the play again waxed fast and furious. Forbes especially distinguished himself by his clever leg hitting and driving. A good stand was made, and matters thus early looked rosy for the Club, both batsmen getting well set and apparently having the bowling well under control. After scoring 35 in his very best form Forbes in hitting round to leg was bowled off his pad by Wilson, a piece of very bad luck as the ball was well off the wicket. Davies joined Hynes, and immediately commenced to drive the bowling all over the field, the secretary also going in for slogging tactics with much success. Repeated changes of bowling were tried, and Hynes was eventually well caught by Ethelston from a good drive over the bowler's head. Whyte was the next comer, and when an adjournment was made for tea, three wickets were down for 105 runs—not a very promising outlook for the Navy. On resuming play Davies was almost immediately bowled by Stebbing, and then a tide set in which completely altered the aspect of the match. Travers and Hughes both fell to Stebbing without troubling the scorers, the same trumper—who was dead on the spot at this time—accounting for Ritchie's wicket at a cost of one run. Caldwell was sent back by Bishop without scoring, Dell Irving was run out before getting a chance of breaking his duck, and after Wodehouse and Whyte had made a short resistance the latter was sharply caught by Ethelston off Bishop, and the innings was over for 137 runs, of which 10 were extras. Wodehouse carrying his bat out for a useful half dozen.

With what appeared an easy task for such a strong batting team, the Navy commenced operations with Winslow and Newington. Travers

and Hynes bowling for the Club. A good commencement was made, Winslow making a brace of threes in the first two overs, and with Newington in a hitting mood, matters promised to be rather lively for the fielders. The anticipations proved delusive however, as Winslow was at once bowled by Hynes, and the Marine fell to a catch at point off Travers. Dorner was snapped at the wicket by Hedley without scoring, and when the fourth wicket, Stebbing's, fell without any material addition to the score, the prospects of the Navy following up their victory of the previous week looked very gloomy. Carpenter infused some life into the game, but Bishop was caught by Davies off Travers without scoring, Parr and the left-hander made a short stand, and caused a change of bowler, Caldwell relieving Hynes, which quickly had the desired effect, the Commander being caught and bowled for a quickly compiled nine. Browning was run out without increasing the total, but when Wilson joined Carpenter, what had every appearance of being a one-sided affair, gradually assumed a different aspect. Wilson had two lucky escapes, one from being stumped after he had made six, and he was missed off Travers by Hedley in the following over. These escapes proved expensive, as the batsman slogged the bowling all over the field, and with Carpenter playing grandly, the score quickly rose, the hoisting of the century proving a signal for a round of applause. Just as the game became exciting Hedley secured Carpenter very cleverly behind the wicket, and then the end soon came, McMunn only contributing three before falling a victim to a combination of Dell Irving and Hynes, whilst the last man, Ethelston was caught by Hughes of Travers for a single, leaving Wilson to carry out his bat for a hard hit, if somewhat lucky 34. The total score amounted to 118 leaving the Club victors by 19 runs. Full scores appended:

### HONGKONG CRICKET CLUB.

	FIRST INNINGS.	SECOND INNINGS.
Mr. H. C. Forbes, b. Wilson.....	35	
R. S. Hedley, R. E. Dow.....	16	
S. Stebbing, c. Bishop.....	27	
J. Davies, b. Stebbing.....	21	
Mr. H. F. Bishop, c. Bishop.....	21	
A. K. Travers, b. Stebbing.....	1	c Dan, b. Stebbing.....
Mrs. H. C. Dowling, b. Stebbing.....	1	b. Stebbing.....
Mr. H. A. Ritchie, c. and b. Stebbing.....	1	
Mr. G. A. Caldwell, b. Bishop.....	1	b. Stebbing.....
Mr. H. E. Wodehouse, b. Bishop.....	6	not out
b. 1 b. 2, w. 2, n. 1.....	10	b. 1 b. 2, w. 2, n. 1.....
	137	47

ROYAL NAVY.	
Captain Winslow, R.M.L.I. (Vict. Finale), c. b. Travers.....	6
Mr. D. Horner (Iron Duke), Hedley, b. Hynes.....	6
Mr. C. Stebbing (Iron Duke), b. Travers.....	1
Mr. W. Wilson (Viceregal Finale), not out.....	48
Lieut. Bishop, R.M.A. (Inconstant), c. Bishop, b. Travers.....	1
Mr. G. A. Caldwell, b. Bishop.....	1
Mr. H. E. Wodehouse, b. Bishop.....	6
b. 1 b. 2, w. 2, n. 1.....	9

	118

	137

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